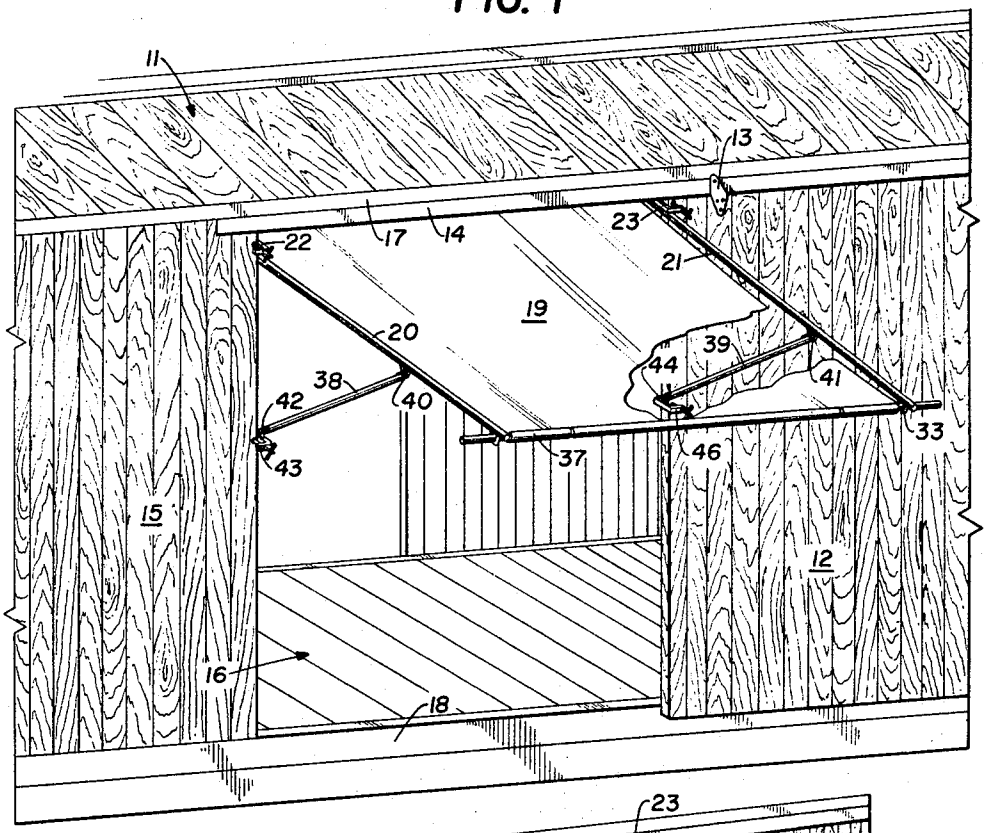
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ADJUSTABLE AWNING

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FIG. 1



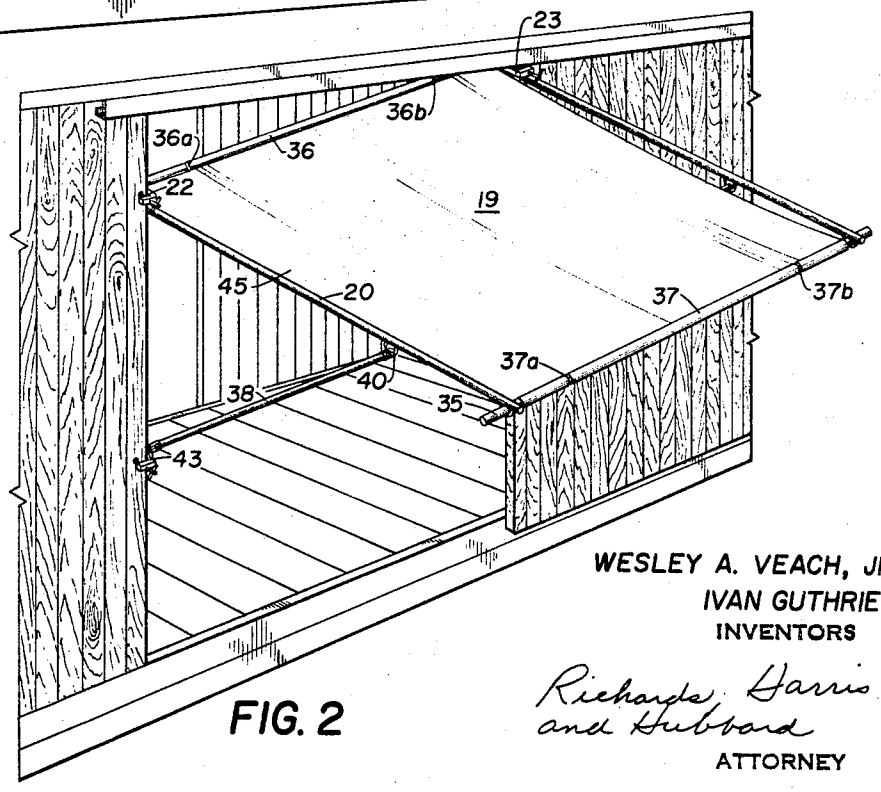




FIG. 2

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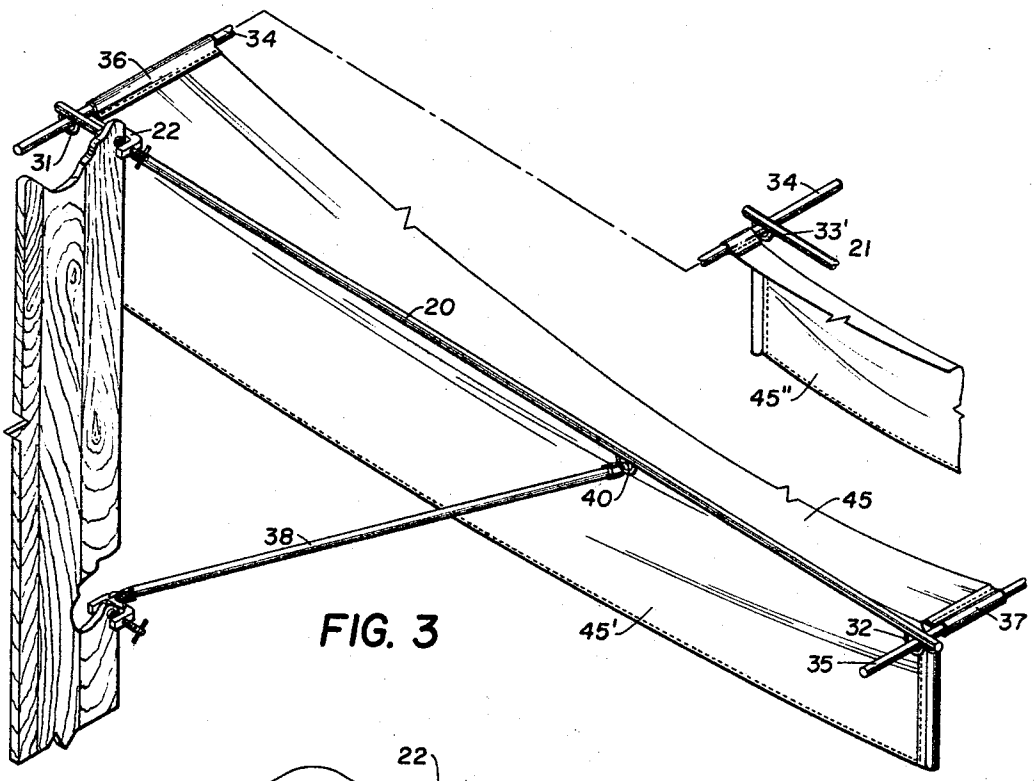



FIG. 3

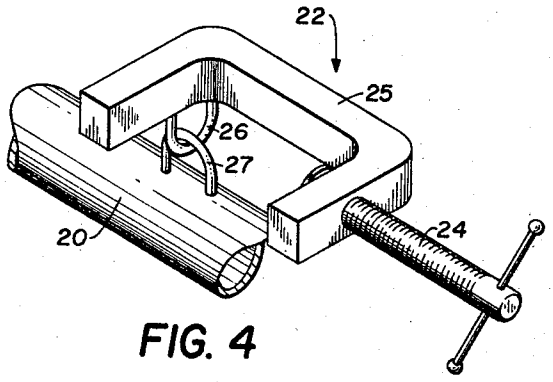



FIG. 4

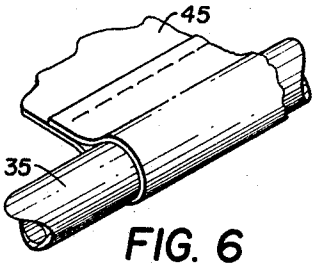



FIG. 6

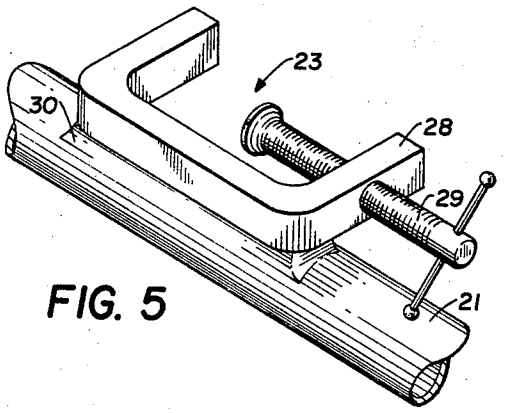



FIG. 5

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# ADJUSTABLE AWNING

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## ABSTRACT OF THE DISCLOSURE

An adjustable awning which can be varied in width to permit adapting of the awning to doorways of different widths. The awning is further adapted to be easily installed in a canted position within the doorway by attaching means loosely affixed to at least one of the awning support bars.

This invention relates to awnings, and more particularly, but not by way of limitation, to awnings adapted to be disposed in the open doorway of freight cars and the like for protecting freight handlers from the elements as they transport cargo between a freight car and an unloading platform.

It is desirable to have an awning the width of which can be varied to permit adapting of the awning to doorways of different widths. For example, the doorways of certain freight cars have a width of six feet while other freight cars may be provided with doorways that are eight feet wide. There are also advantages to having an awning which can be canted within the doorway of the structure to prevent the accumulation of rain or the like on the awning material.

Accordingly, it is an object of this invention to provide an improved awning structure which can be adapted to fit in openings of different widths.

Yet another object of the invention is to provide an improved awning structure which can easily be installed in an opening in a canted position to prevent accumulation of water or the like on the awning material.

The invention may be generally described as an awning structure for disposition within an open doorway which includes parallel lateral support bars which are adapted to be disposed near the sides of the doorway with one end of each extending into the structure and both ends of each having loops provided thereon. Means are carried by the support bars for attaching the bars on corresponding ends to the sides of a doorway. At least one of the means for attaching the bars is loosely affixed to one of the bars to permit its movement through a vertical arc lying in a plane substantially perpendicular to the plane of the doorway. Transverse rods are provided which pass through and are slidably carried within the loops on the ends of the support bars thereby forming a rectilinear frame assembly. A rectilinear cover is disposed across the frame assembly and provided with opposed looped edges through which the transverse rods pass. To support the frame assembly over the doorway, oblique brace members are loosely affixed at one end to each of the lateral support bars and are provided at the other end with clamp means which loosely affix the oblique members to the doorway intermediate the sill and head thereof.

To be more specific, reference is made to the drawings, in which:

FIGURE 1 is a partially cutaway perspective view of a railroad car illustrating one embodiment of the present invention disposed in the doorway of the car;

FIGURE 2 is also a partially cutaway perspective view of a railroad car illustrating the above embodiment of the present invention disposed in the doorway of the car in a canted position;



FIGURE 3 is a partially cutaway view illustrating the awning as it would appear when disposed in a doorway of less width than the doorway illustrated in FIGURES 1 and 2;

FIGURE 4 is a perspective view of a clamp which is used with the embodiment of the invention illustrated in FIGURES 1–3;

FIGURE 5 is also a perspective view of a clamp which is used with the embodiment of the invention illustrated in FIGURES 1–3; and

FIGURE 6 is a partially cutaway perspective view illustrating the looped edges of the cover material used in the FIGURES 1–3 embodiment.

Referring now to FIGURE 1, railroad car **11** is provided with a conventional door **12** slidably mounted through bracket and roller assembly **13** upon rail **14**. Door **12** together with side **15** of car **11** define a doorway **16** which is also bounded by a head **17** and a sill **18**. All of the above described structure is, of course, conventional.

Referring again to FIGURE 1, awning **19** includes a generally rectilinear frame assembly defined in part by lateral support bars **20** and **21**, one end of each of which projects into the freight car, as particularly illustrated in FIGURE 3. Support bars **20** and **21** are provided proximate corresponding ends with clamps **22** and **23**, respectively, which serve to attach support bars **20** and **21** to the edges of doorway **16**. Clamp **22**, more particularly illustrated in FIGURE 4, comprises a conventional C-clamp including a screw **24** which is threadedly received in C-shaped body **25**. Body **25** is loosely affixed to support bar **20** by interconnecting loops **26** and **27** secured to body **25** and support bar **20**, respectively, by conventional means such as welding or the like. By manipulation of screw **24** in a conventional fashion, the clamp **22** may be attached to the side of doorway **16**.

Clamp **23**, particularly illustrated in FIGURE 5, includes a C-shaped body **28** which threadedly carries a screw **29**. Body **28** is affixed to support bar **21** by weld bead **30**. Clamp **23** is affixed to the edge of doorway **16** by manipulation of screw **29** in a conventional fashion.

Support bar **20** is provided at either end with loops **31** and **32**, and support bar **21**, in like fashion, is provided with loops **33** and **33'**. Threaded through the loops carried by support bars **20** and **21** are transverse rods **34** and **35** which also pass through looped edges **36** and **37** of cover material **45** which may be canvas or the like.

The continuity of the looped edges **36** and **37** is interrupted, by severing, at points **36***a*, **36***b*, and **37***a* and **37***b*. Thus, if the awning **19** is to cover an eight foot wide doorway, the rods **34** and **35** are threaded through the entire length of loops **36** and **37**, respectively, which are formed in an eight foot width. If, however, the doorway to be covered is six feet in width, rods **34** and **35** are only threaded through the lengths of looped edges **36** and **37** between points **36***a* and **36***b* and **37***a* and **37***b*, respectively, resulting in an awning of six foot width since flaps **45'** and **45''** are each one foot in width.

To aid in supporting awning **19** within doorway **16** there are provided oblique braces **38** and **39**. Brace **38** is loosely affixed at one end to support bar **20** by interconnecting loops **40**, and brace **39** is likewise connected at a corresponding end to support bar **21** by interconnecting loops **41**. The opposite end of brace **38** is loosely connected by interconnecting loops **42** to a clamp **43** which is like clamp **22** illustrated in FIGURE 4 except it is provided with attachment means along the top of the clamp. Brace **39** is likewise loosely connected by interconnecting loops **44** to a clamp **46** like clamp **43**, except oriented in the opposite direction.

To prevent build-up of rain or the like on cover **45**, awning **19** may be canted as illustrated in FIGURE 2 by

fixing clamps **22** and **43** at points along the edge of doorway **16** which are lower than the points at which clamps **23** and **46** are affixed to the opposite edge of the doorway. Rain or the like impinging cover **45** will then exit awning **19** along the corner thereof defined by bar **20** and rod **35**. It is obvious from the above description that the slope of awning **19** may be varied by adjusting the clamps **43** and **46** along the edges of doorway **16**.

To assemble awning **19** on the doorway of a freight car, cover **38** may be stretched across the frame assembly by threading rods **34** and **35** through the looped edges **36** and **37** thereof and through the loops in the ends of lateral support bars **20** and **21**. The assembly may then be tilted and inserted through doorway **16** and clamp **22** affixed to the edge of the doorway near the head **17**. Clamp **23** may then be affixed to the opposite edge of doorway **16** and the clamps **43** and **46** affixed to fully support awning **19**. Clamp **23** need not be rigidly affixed to support bar **21** as illustrated in FIGURE 5, but may be loosely affixed like clamp **22**, illustrated in FIGURE 4. The downward slope of awning **19** may be more readily adjusted if clamp **23** is loosely affixed to support bar **21**.

While rather specific terms have been used to describe one embodiment of the invention, they are not intended, nor should they be construed, as limitations on the invention as defined in the following claims.

What is claimed is:

**1.** An adjustable awning for disposition within the doorway of a structure for shielding the space thereunder, comprising:

(a) parallel lateral support bars adapted to be disposed adjacent the sides of the doorway near the head thereof with one end of each support bar extending into the structure, each of said support bars being provided with loops proximate either end;

(b) means carried by said support bars for attaching said bars near the corresponding ends thereof to the sides of said doorway, at least one of said means being loosely affixed to one of said support bars for permitting movement of said bar through a vertical arc lying in a plane substantially perpendicular to the plane of said doorway;

(c) transverse rods passing through and slidably carried within the loops on the ends of said support bars for forming a substantially rectilinear frame assembly therewith;

(d) a substantially rectilinear cover disposed across said frame assembly and provided with opposed looped edges through which said transverse rods pass;

(e) an oblique brace member loosely affixed at one end to each of said lateral support bars; and

(f) clamp means loosely affixed to the opposite ends of each of said oblique brace members for attachment to said doorway intermediate the sill and head thereof.

**2.** The structure of claim **1** wherein one of said transverse rods is positioned within said structure and said oblique braces are adapted to be attached to said doorway so that said frame assembly is canted downwardly away from said doorway.

**3.** The structure of claim **1** wherein the continuity of the looped edges of the cover are interrupted at least once proximate at least one end of the cover to permit the transverse rods to be threaded through only a portion of the edges of the cover thereby permitting installation of the awning in doorways of different widths.

**4.** The awning structure defined in claim **1** wherein said clamp means are secured to opposed door jambs at different levels to maintain the rain diverting sheet at an angle to prevent buildup of rain thereupon.

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